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oan on household goods, horses, wagons, and fixtures. You can get the money within HOURS of the time you apply.
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Amount wanted, \$.
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LEGAL NOTICES.

IN THE SUPREME COURT OF THE DISTRICT of Columbia, holding a District Court.—Ex parte Mexican Gold and Sliver Company, Limited. District Court No. 678.—Upon petition of the United States. by its attorney. Pansfel W. Baker, this day filed herein, praying that a certain publication be ordered by this court against one Adolf B. Gibson, as requested by the Judge of the Fourth Civil Court of the City of Mexico, United States of Mexico, it is, in the furtherance of the interests of international comity between the United States and the United States of Mexico, this 18th day of January, 1906, ordered, that the following and annexed notice be published in fifteen consecutive issues of the newspaper in the city of Washington called The Evening Star, and that proper proof of the due publication of said notice be unade and filed in this cause. HARRY M. CLABAIGH, Chief Justice. (Notice.) ADOLF B. GIBSON; before the Judge of the Fourth Civil Court of this Capital, Licentiate Augustin Ansorena on the bench; Licentiate Manuel R. Urruchurtu appeared as attorney for the "Mexican Gold Mining Company" have transferred to the company which the petitioner represents, according to a written, agreement dated April 28th of the present year, in the city of Valdez, Territory of Alaska, United States of America, the mines named "The Colorada." and "The Plamo," located in the District of Altar, State of Sonora, as also the mine named "The Michigan." located in the same district of Altar, which you acquired respectively from L. W. Mix and his associates, and from Louis P. Serrano, according to the written agreements dated the 11th day of January. 1894, before the local judge of the village of Nogales, and the 24th of March, 1898, before the judge of the First Instance of the village of Altar, both acting as notaries public by virtue of law. It having been shown extra judicially to the petition-ers that the first authentication of the Instruments of transfer in favor of yourself have been mislaid, you now come before the court praying in acc

POTOMAC RIVER BOATS.

MARYLAND, DELAWARE AND VIRGINIA
RAILWAY CO.
Winter Schedule, in effect December 28, 1905.
Steamer will leave Washington every Thursday
at 4 p.m. for Baltimore and River Landings, arriving in Baltimore early Saturday morning.
Returning, will leave Baltimore, Pier No. 9,
Light st., every Tuesday at 5 p.m. for Washington
and River Landings, arriving in Washington early
Thursday morning. Thursday morning.

All freight must be prepaid. Accommodations or passengers unsurpassed.
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G. F. and P. Agent. Agents, 7th st. wharf.
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E. S. RANDALL POTOMAC RIVER LINE CO.— STEAMER HARRY RANDALL, MONDAYS AND SATURDAYS at 7 a.m., for landings on Potomae, including Port Tobacco creek, Maddox creek, Wicomico river and Nomini creek landings, WED-NESDAY at 4 p.m., for river landings, including landings on the Wicomico river, Nomini and lower Machodoc creeks. Machodoc creeks.

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This was the way that the word came of the wreck.

It was a few minutes past midnight. The operator at Harpsburg reached under the grimy table on which his instruments had been noisly scolding away, pulled therefrom a dinner pail and leisurely began investigating its contents. He was a New Englander by birth. Naturally, the first hing that he selected for storage beneath his belt was a generous slice of home-made pumpkin pie.

"U-m-m-m," he said, softly, as he tenderly lifted the pie out of the pail. His watering mouth had all but closed on the first bite, when there suddenly came the sharp sound of hurrying feet at the west end of the station platform. In all the ten years that he had been night operator at Harpsburg he had never before been so

rudely disturbed.

Peering out of the bay window, commanding a full sweep of the platform in either direction, the operator made out the runner to be a man. The next moment, as he came within reach of the station iamp's rays, the operator saw that the man wore the railroad uniform. He also saw that the man's face was drawn and deadly white, not purpled, as it should have been, by his

evident sustained exertion.

The operator sprang to the door and opened it, sprang back to his key and opened that. The runner staggered in. As he caught his breath for the first word the operator was already calling the dispatcher of the division.

"Wreck!" gasped the stranger, hoarsely "Three miles—down the road. Number 10." He involuntarily wavered toward the chair drawn up beside the operator. "Bad. Both tracks—blocked." The dispatcher was now on the wire and receiving the news. "Many -killed." And, his duty done, the man col-lapsed into the chair, his head sinking gently into the operator's generous slice of home-made pie.

It was not the exertion of running the three miles that had caused the man to faint dead away. When the village coctor had appeared in response to the operator's insistent halloos, the latter learned that his pie had been squashed all over the table because the still unconscious man in his office had run three miles with

Summoning the Railroad Forces. In the meantime this was the way that

the dispatch at division headquarters in Pomona immediately set in motion the macan, the consequences of a railroad wreck. "Number 10" was a through passenger. It almost invariably left Pomona, the road's terminal, heavily loaded. The dispatcher first summoned his chief, the superintendent of the division. A few seconds later he was ordering the boss of the wrecking crew to turn out his men at once—a division wrecking boss is always in constant touch with his men, who live near by. The round-house was notified to get out a locomotive for the wrecking train. Ting-a-ling! went the bell near the head of that sleeping ocal doctor who is the railroad surgeon for Pomona. As he started to scramble into his ciothes the Pullman people were told the wrecking train, all but ready to start; paring gallons of stimulating hot coffee, while fre local hospital nearest to the rail-road yards had started a supply, of lint, bandages, antiseptics and medicines on its way to the wrecking train.

As the first of the rescuers were hurrying to the station the wife of the railroad surgeon was busy notifying her husband's fellow practitioners to proceed at once to the depot after scaring up all the available nursse. The superintendent's wife was engaged in similar work. So were several men in the dispatcher's office. The dis-patcher, with a mental picture of his entire division before him, was busy issuing the necessary orders to tie up all trains at convenient points till the tracks could be wrecking train all the way to the scene of the wreck, forty-five miles away. No wilder night ride was ever made than

the one that was experienced, during the forty-two minutes that it lasted, by the

At the Wreck.

Since the wreck was three miles distant from the nearest telegraph station, one of the first things that the superintendent did patcher was opened by the side of the wreck. The surviving trainmen, the uninjured passengers and the band of volunteers from Harpsburg had already, under the direction of the badly bruised but plucky conductor, been doggedly carrying on the work of rescue. Indeed, with wreck-age piled all about them, with groans and shricks and pleas and curses issuing from every part of the debris, with a fire to combat, with only the dim light of lanterns to work with after the blaze had been miraculously got under control, they had accomplished wonders. Ten bodies had been ald in a row on the embankment a short distance from the wreck. The lone doctor from Harpsburg was treating a dozen badly injured victims who had been re-leased from their perilous prisons and placed on bedding from the one unharmed Pullman of the train. And from the little stream that trickled at the foot of the steep embankment brave women were carrying water in hats-in anything that would hold the precious liquid-to the parched lips of the sufferers.
Under the skilled guidance of the super-

intendent, who saw no reason for sum-moning his immediate superior, the work speedily became scientifically systematic. By the time the second rescue train arrived with sufficient doctors, nurses, medicines and dressings, most of the dead and injured had been removed from the wreckage,

jured had been removed from the wreckage, the locomotive having been lifted by the gigantic crane of the wrecking train. One track also had been opened.

The injured were laid on cots, placed in rows in baggage cars, the dead were put in a separate car. The surviving passengers were assisted into coaches, where they were farnished with stimulating food and coffee and such garments as could be hurriedly secured. The baggage that was not destroyed by the fire, which had started in the baggage car and been confined there, was also placed on the rescue train, and as speedily as circumstances would permit this train was dispatched Pomonaward.

Preparations at the Terminel

Preparations at the Terminal. When it reached the terminal it took no

sharp eye to tell that some one had been busily engaged in preparing for its arrival. That some one was the general superintendent, who had kept in close touch with the work at the wreck. Practically all the

various hospitals. There beds had been made ready for their reception and skilled surgeons were in readiness to perform any operations that might prove to be immediately as the state of t ately necessary in order to save life.

Those unharmed survivors living in Pomona made at once for their homes;

those survivors living beyond Pomona who were fortunate enough to have garments on their backs, were sent direct to the hotels in the immediate vicinity of the station.

waiting rooms, where they were supplied with clothing received from two or three of the town's big stores. Then they, too, were sent to the hotels. A physician went to each hotel to look after the hysterical ones, or to be close at hand should nerves give way-nerves of men as well as of women. To save the feelings of the relatives of the dead as much as possible, the bodies were taken, not to the morgue, but to repu-table undertaking establishments. They had been identified by survivors and rail-road claim agents, who had gone to the wreck on the second train, that an accurate list of the passengers, dead, injured and living, might be secured. A number of the dead had lived in Pomona. It was a comparatively easy task to notify the relatives. As for the rest, telegrams were sent to the addresses found in letters or identification cards, etc., on the bodies, and to direction could be done until word was received concerning the disposition to made of the bodies.

How the Dispatcher Handled Traffic. Just about the time that the last of the injured were being received in the hosthe wrecking crew succeeded in clearing the second track. In a short while the damage done to the roadbed was repassage of trains. That part of the wrecked train which was still on wheels was hitched to the wrecking train for hauling away to Pomona. The debris, having been rolled down the side of the embankment, was set fire and the wrecking crew's work was

train to use the east track since the wreck occurred went past Harpsburg, and thence-forth traffic went on uninterruptedly on both tracks.

the dispatcher, with that sharp mental picture of his division in his mind, shuttled his trains back and forth around the wreck on the one clear track. This he was able to do by issuing the necessary orders to this or that or the other train to cross over from the east track above the wreck at a designated cross-over, and to cross back at a designated cross-over below the wreck. And while such a train was on the clear track all the trains properly belonging to that track were held on sidetracks and turn-outs at points outside the distance be-tween the two designated cross-overs until the train from the east track had crossed

over to its proper track. The dispatcher was able to do this be-cause in a dispatcher's hands lies the power over all trains. A dispatcher is the czar of railroad operation. By means of his train sheets, he knows where very train is every minute that it is on his division. And so, this particular dispatcher, in order to move his various trains with as little delay as possible on account of the wreck, began running his trains "on orders" as soon as he received word that the west track had been cleared.

summately moving his men into battle, he sent orders to the operator at Merion hold on the side track there the fast freight then approaching the station on the west track until No. 7, the eastbound "limited," had gone by. The operator at Hempstead station hung out his order board for the ed the engineer a duplicate order for him-self and his conductor to cross over at Harpsburg to the west track and to cross senger trains were given the right of way, and before the east track had been cleared, four had been sent by the wreck, their occupants all unconscious of the tragedy that had so lately been enacted right beyond

The Claim Department.

It was early morning when traffic was running smoothly again. With their nerves steadied by the advent of full daylight, not a few of the survivors, after sending messages that they were safe, began making preparations to continue their respective journeys or to turn back home. There was a general inquiry for baggage. Naturally, some baggage checks had been lost, as well as baggage and garments which had been

doffed by occupants of sleepers less than twelve hours before. The claim department now came prominently to the fore. That passenger who could satisfactorfly prove that such and such a trunk was his, got it, after releasing the railroad from further responsibility in the matter-provided, of course, that the passenger was satisfied that his possessions had come through the wreck unharmed. In other cases claims for damages were filed, and in still others survivors were started on their way who did not so much as breathe the word "baggage" or "claim" until days after. Their frame of mind was, evidently, what is a matter of a little thing like lost baggage so long as we and ours have escaped with our lives?

The claim department did not hear the last of the wreck for months. A majority

of the claims, however, were settled with-out recourse to law, simply by conferences out recourse to law, simply by conferences between the railroad's lawyers and those representing the families of the dead and injured. All told, eight cases dragged their sinuous way through the courts. In six of them the railroad had verdicts pronounced against it for larger amounts than it considered just, and all were sustained on appeal. The remaining cases turned out victorious for the railroad. Both complainants had declared themselves to be permanently disabled and incapacitated for work, hence they wanted enormous damages. The

agent comes around he finds his path to have been smoothed in advance. The Official Investigation.

But the claim department is not the only branch of the service that is busy with affairs connected with the wreck for a considerable time after it has occurred. The operating department starts a rigid investigation into the cause of the wreck synchronously with the arrival of the superintendent at the wreck, and it is followed until the cause is decided beyond a doubt. Then, if any employe has been to blame, there swiftly comes the railroad's punishment—instant dismissal. Then also practically every big body connected with the safe movement of trains tries to puzzle out some way to prevent a similar wreck.

Such a scheme is well-nigh impossible to think out in these days of scientific rall-roading, when the chief end may be said to be the conference of passangers, that a

railroad's business may prosper, to say nothing of the humane reasons actuating the operating department to employ all the safeguards that human ingenuity invents. Safeguards Against Wrecks.

be the safeguarding of passengers, that a railroad's business may prosper, to say

There is the automatic electric block signal system, which protects a train from the one immediately following. Even should the current that controls the system be interrupted, the semaphore is so set that the force of gravity will throw it up to danger. Another great safeguard is the high-speed power brake, giving the engineer full and instant control over the entire train. All he has to do is to release—"cut his air"—in the train line, and the outside atmospheric pres-sure of fifteen pounds to the square inch sets the brakes-the emergency brakes, so called.

There is the train crew, a picked body of men from conductor down, drilled by years of experience in minor positions and selected for passenger runs only after severe the police of the various cities from which the dead had hailed. Nothing more in this physical and mental tests, not the least of

physical and mental tests, not the least of the tests being that of colors.

Whenever a passenger train makes a stop not scheduled, it is not enough that the automatic block signal system is protecting it in the rear. Back goes the flagman the prescribed distance, with his flag by day, or light by night, as the case may be. There he remains to flag any approaching train he remains to flag any approaching train till he is called in by the locomotive whistle signal. Then, before he returns, swinging flag or lantern, by day he places a torpedo paired sufficiently to permit of the safe on the track, and by night a slow-burning color fuse. These precautions survive from the days when the automatic block signal was not known. Every railroad equipped with the block signal system still employs these means "to make assurance doubly

Again, there is the dispatcher, as expert a man in the safe movement of trains as When the wrecking train reached Harpsburg, on the way back to Pomona, it went on to the turnout there, as per orders sent to the Harpsburg operator by the dispatcher. A few minutes later the first key; his one aim and purpose is to run all these trains so that all will reach their respective destinations in safety. That he may do this, he is in constant touch with all the railroad telegraphers placed at stations along the division. To them he issues or-ders on the minute, knowing that they will be executed as speedily.

One Great Cause of Wrecks. All these men are carefully picked. So, also, are the men in the maintenance of way department, whose duty is to see that the track is in perfect condition, to the slightest detail. The maintenance of way men work at the track all day long, par-

ticular portions are patrolled day and night by track walkers, bridges are sedulously inspected and guarded. Yet half an hour after a section gang has been working at a train may be wrecked right there by a The simple truth of the matter is that by far the big majority of the wrecks

occurring on railroads are due, not to the negligence of the responsible officials to throw all the safeguards possible around the traveling public, but to the breakdown often unaccountable, of one or more of the human cogs in the intricate system maintained to safeguard the public. An engineer with a clean record reaching back a score of years tuns by a signal set dead against him. A splendid telegrapher translates an order wrong, or trusts its delivery to a station lounger. A switch is set wrong by an old hand. A mistake is made by some one, it is not caught in time, and the result is-a wreck.

This, in spite of scrupulous selection of men all along the line. The railroads have not yet hit on a plan of making all their men, or even one of them, infallible. If large fortune, let him hie himself to the nearest general offices of a big railroad. For the railroad official hates a wreck above everything else. He would make great sacrifices to prevent one on his line

GONZAGA COUNCIL, C. W. B. L. New Officers Installed and Addresses

The regular meeting of Gonzaga Council, C. W. B. L., was held at Pythian Temple last Thursday evening. A representative from almost every council in the District was present.

The deputy, Miss Willmore, from Baltimore, installed the officers, after which she made an address, in which she highly complimented Gonzaga Council on its success during the past year. In the name of the council the speaker presented the retiring president, Mrs. Minnie Gleeson Flaherty, with a diamond ring as a token of esteem from her comrades. Mrs. Flaherty respond-

ed fittingly. Church, made an address urging all present to redouble their efforts to swell their mempership and strengthen their purpose. Social

features were next in order.

The officers installed were Miss Felicitia
Lynch, president; Mrs. Annie Daly, vice
president; Miss Minnie Gleeson Flaherty,
chancellor; Miss Ellen Hart, orator; Miss
Mary Collins, secretary; Mrs. Mary Rollins,
treasurer; Mrs. Elizabeth Costello, collector;
Miss Harriet Eagan, marshal; Miss Mary
Boucher, guard, and Mrs. Mary McCollum
and Miss Boudren, trustees.

Funeral of Miss Macomber. The funeral services of Miss Ray Kauff-

man Macomber, who died last Thursday, were held at the family residence, 16 D street southeast, last evening and were largely attended. Rev. Dr. Devries of St.

AUCTION SALES FUTURE DAYS.

AUCTION SALES FUTURE DAYS.

At Sloan's Art Galleries,

1407 G Street, Near U. S. Treasury.

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The Property of a Former Member of the Diplomatic Corps, and All Gathered by Him in England; also the effects of several well-known local estates that are now being closed up in this way; a valuable library of

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tains, silk and lace panels, lace bed spreads and shams, comprising 250 pairs, for account of a leading merchant (name withheld by request), to cover ad-

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On exhibition daily from 9 a.m. until 9 p.m. up to day of sale.

CAUGHT WITH THE GOODS. Loss of \$400 Successfully Investigated

by Police. Lieut, Sutton and Sergt Dean of the harbor precinct engaged in a little detective work last night and cleared up a report involving the alleged theft of \$400 from the bugeye J. Blandford. R. C. Miller, captain and owner of the boat, departed from the craft late yesterday afternoon to go to the business section of the city to do some shopping. Solomon Dickson, a young colored man who was employed on the boat, was left in charge. When the captain returned he was very much surprised to find that the cabin had been entered and his pocketbook, containing the money, taken. A revolver

Capt. Miller complained of the loss of the money and revolver to the police of the har-bor precinct, and the two officials mentioned soon had the colored man under arrest. He had \$338 in cash and the revolver on his person when taken into custody, and explained that he was about to return the money. Dickson was locked up to answer charges of having taken the money and weapon and also of having carried the weapon in violation of law. The case will probably be heard before Judge Kimbail

FORMER POLICEMAN ARRESTED. Detained in Lynchburg, Va., to Answer Charges Here.

Former Policeman Charles K. Metcalf, who was on bicycle duty in the tenth precinct, is under arrest in Lynchburg, Va. He was taken into custody there last night at the request of Capt. Amiss, being wanted in this city to answer charges of alleged forgery and false pretenses. Witnesses have been before the grand jury in the case, but it was impossible to obtain a bench warrant for him last night. A Police Court warrant was procured, however, and Detective Cornwell has gone to Lynchburg to escort the prisoner here. It is alleged that Metcalf forged the name of his mother-in-law, Mrs. D. Murray of 1201 7th street, to five notes for \$10 each, and that he procured money upon them from a

upon the police force only a short time. He is intelligent, and it was because of his efficiency that Maj. Sylvester assigned him to the bicycle squad. Metcalf had been on the wheel but a short time, however, when he was before the trial board on when he was before the trial board on charges growing out of an alleged filrtation with a young woman living on his beat. Later he was dismounted, and when he was tried for debt it was found neces-sary to appoint his successor. Should the prisoner be willing to return without de-manding requisition papers he will be brought back by Detective Cornwell today.

PUBLIC SCHOOL PROBLEM. Commissoners' Bill Indorsed by Fed-

eration of Women's Clubs.

Discussion of the public school problem occupied much of the time at a meeting of the District Federation of Women's Clubs. which was held last evening in the Public Library. The various clubs of the District were well represented, and many matters of interest were taken up. Mrs. Henry F. Blount, president of the federation, pre-

The discussion of the school problem was started through the report of Mrs. Miranda B. Tulloch, chairman of the public school committee of the federation. She urged that the federation indorse the Commissioners' public school bill, which provides for an increase in the salaries of the teach-

Brown & Tolson, 1409 H st. n.w., will sell JAN-UARY 30, 1906, goods stored with us in the names of Mrs. Tery Custis, Mrs. Winnie Blake, Charles Jackson, W. C. Jones, J. W. Wright, C. R. CLIF-FORD & CO., 1834 14th str.n.w. ja23-7t*

BRGWN & TOLSON, AUCTS., 1400 H ST. N.W.

BANKRUPTCY SALE. Large Stock of Men's Furnishings, Store Fixtures.

Show Cases, etc. By virtue of my appointment as trustee for Isbac Greenbaum, being bankruptcy No. 430, I, John R. Lang, will sell, at public auction, on MONDAY, JANUARY TWENTY-NINTH, 1906, AT TEN A.M., all of the above mentioned stock, consisting of Men's Suits, Hats, Caps, Gloves, Shirts, Collars, Cuffs, Neckties, Handkerchiefs, Underwear, Store Fixures, Show Cases, etc., belonging to said bankrupt, and located in STORE NO. 433 TH STREET SOUTHWEST, Washington, D. C. The stock is comparatively new, and should attract the attention of dealers and private buyers. Terms cash.

JOHN R. LANG, Trustee, 416 5th st. n.w.

members of the Women's Federation at the Hall of the Ancients this afternoon at 2:30 o'clock, at which time he will present to them his proposition for keeping the relics in the hall in the District by giving them to the National Museum. The Women's Federation will be offered the opportunity of carrying this proposition through. The meeting will be held this afternoon, as sug-

gested At the conclusion of the meeting Mrs. George E. Spenser of the Christian League of New York city told of the plans of that club to pay indigent women for supporting their own children at home, instead of sending the children to a home or institution of some sort.

ADDRESSED BY T. V. POWDERLY. Franklin Said to Be Patron Saint of Printers.

Terence V. Powderly, formerly head of the Knights of Labor in the United States, yesterday afternoon addressed the striking printers of this city at their headquarters, at 9th and D streets. The hall was crowded and the audience very appreciative.

Mr. Powderly spoke for about half an hour. He said the patron saint of printers, Benjamin Franklin, more than one hundred years ago stated that all the work performed in four hours each day, and held that printers should not be censured for working four hours longer than Franklin working four hours longer than Franklin declared was necessary, and refusing to work five hours longer. He congratulated the International Typographical Union on the fight it is making for an eight-hour day throughout-the country. This is not only benefiting the members of the union, he held, but by establishing the eight-hour day is lending encouragement to the men who is lending encouragement to the men who

toll everywhere, hastening the time when eight hours will be the universal day of labor for all men.

Mr. Powderly said he had been a close observer of the strike in this city, and his-opinion was that the conduct of the men should be highly praised. He added that the people have thought the cause a just one and are mostly on the side of the printers. The speaker thought that if the men continued their conservative course victory would be practically certain.

After the address the strikers were paid their weekly allowances and departed in

Naval Veterans Give Euchre Party. Admiral Schley's naval command, Spanish War Veterans, entertained their friends

Friday evening at Jennings Hall by means of a progressive euchre party. Capt. Joseph P. McCrink supervised the euchre, aslargely attended. Rev. Dr. Devries of St. Mark's Episcopal Church officiated. There were many floral offerings, among them any made to victimize it. Detectives were put on the trail of the ene, who were shadowed for months, and the evidence that the sleuths gave at the trials led to the conviction later of the complanants on indictments presented against them for perjury.

It is safe to say that the cases which appear in court growing out of a wreck are relatively small, as a general rule, compared with the number settled out of court. Indeed, the lag majority are settled out of court. Indeed, the lag majority are settled out of court. Indeed, the lag majority are settled out of court. Indeed, the lag majority are settled out of court. Indiced the lag majority are settled out of court. Indiced, the lag majority are settled out of court. I sisted by Lieuts. Engle and Johnson and